

ARMY AND NAVY CHRONICLE.

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MISCELLANY.

From the Metropolis.

DRY DOCK IN NEW YORK.

MR. EDITOR: I wish just merely to introduce the subject of the contemplated Dry Dock in New York to the notice of our honorable Representatives; for I fear that if they are not reminded frequently of the importance of that long projected and long-deferred public work, it will, amid the conflict of party quarrels, abolition, emancipation, colonization, &c., be consigned to oblivion's darkest corner in the document chest. And now it is more important than ever, that it should be commenced and completed in as little time as may be; for we know not, nor can we know, what will be the issue of events between our good old grandmother England and her refractory subjects on the other side of the St. Lawrence; and notwithstanding the manifestos, proclamations, awful catastrophes and bloody massacres, our citizens along the frontier will continue their course of interfering with Canadian affairs; and it does really seem, malgré all the precautions taken by our Government, that it is impossible to prevent it. Many assert that England will never again proclaim war against the United States; that her interests are too nearly connected with ours; that the business transactions of that nation are so amalgamated with the merchants, bankers, brokers, &c., of our own country, that no rupture can possibly take place between us. Now that is all very well to argue about: but let us coolly look into the facts, and cast up a few probabilities; say, for instance, the criminations and recriminations continue along the frontier—and suppose, just by way of retaliating, the English soldiery should cross the river and lay waste a portion of our goodly territory thereabouts—what would then be the sentiments of our people on the subject? The thing is not impossible. The MacNabs, Drews, and others, have already been promoted for their zeal in the service; and there are many others, *sin duda*, who would like to immortalize themselves in the same way, if a proper opportunity should offer. And if such should be the case, would our Government act tamely, supinely, after making every exertion, as it certainly has, to prevent all aggressions on the part of a small squad of our dissolute citizens, reckless alike of consequences, and themselves willing to take the responsibility? I, for one, do not believe it; and hostilities once commenced on the part of British subjects, would be promptly avenged by the Americans; and again I say, it is impossible to conjecture where or how those difficulties would be arranged, whether amicably or otherwise. And in the event of a war with any nation of Europe, where is the place in the United States so well calculated, in every way, for repairing and fitting out our vessels of war as the city of New York? And there, the greatest sea port on the continent, and one not inferior to any in the world, we cannot obtain what is allowed by all to be absolutely necessary for thoroughly repairing and putting in good condition our largest class of vessels—a Dry Dock. Again I repeat, it is a subject of paramount importance; more so now than ever, since the new era in steam navigation. Since it has been clearly ascertained and fully demonstrated, by actual experiment, that the Atlantic Ocean can be navigated by steam vessels, and the voyage made from England to America with as little apparent danger as in going from Dover to Calais, would they not (in case a war should take place with us and a powerful European nation) line our coast, fore and aft, with armed steam vessels? Aye, too surely they would, from Maine to Louisiana, and

land their troops at every defenceless point along our widely extended and undefended sea coast. Unde-fended indeed is it; scarcely a place is sufficiently fortified. England has, at the present time, twenty-seven armed steam vessels afloat, first, second and third class, the smallest of which mounts from ten to twelve guns, and doubtless ere this, others are on the stocks. France has likewise her splendid steam frigates cruising every where in the Mediterranean, and I have seen them riding out a gale in the Gulf of Lyons, while our ship was laying to under stormy stay-sails. To cope with them we have no steam ships, or convenient place in New York for repairing them if we had; and there, and to the eastward of that port, they could be employed to more advantage than in any other quarter of our whole Atlantic coast. There can be no longer any objections to erecting a Dock at New York, on account of the entrance to the harbor, as Gedney's newly discovered channel has settled that question satisfactorily, and it is now a pretty well ascertained fact, that the largest vessel in our navy can carry water enough over the shoafest spot at any time of tide. But enough has been said on the subject, and I sincerely hope our honorable members of Congress will not allow it to slumber through the entire session. S.

CAUSE OF INTemperance AMONG SEAMEN.—

An effort has been frequently made by philanthropic persons, anxious to ameliorate the condition of seamen, to check the intemperate habits too prevalent among them as a body; but though wealth, zeal and talents have been employed in the cause, the result has been far from cheering, and but little permanent good has been effected. Feeling as we do an admiration for the nobler qualities of the true sailor—his daring, fortitude, and frank and generous nature—and impressed as we are with the conviction, that not only gratitude for their services, but motives of national policy impose upon the public the duty of elevating their character, and protecting their rights, we have bestowed much attention on the subject, and on several occasions expressed our views in relation to it. A letter from a worthy sea captain has induced us to again raise the question, "Whether the follies, improvidence and intemperance of seamen, is not mainly caused by the harpies on shore, who drag them in the midst of temptation, fleece them of the last cent, and then cast them forth destitute and reckless?" The sailor at sea is deprived of almost every enjoyment; he is constantly exposed more or less to danger, and though the excitement of his life may in a measure render danger almost welcome, he longs for the hour when he shall reach the land, and hold communion with his fellow men; at sea, he is compelled to be temperate almost to abstinence, and from previous habits, acquired on shore, he is constantly craving for grog as the greatest of human blessings. How have these habits been acquired? We see the ship-boy, at an age when the character can be moulded to good or bad, thrown into the company of dissolute and intemperate men, in the low grog-shops of a place, distant from the eye of his owners or his parents; he is encouraged by the landlords to drink, and his comrades impress him with the belief, that next to obedience to orders, a sailor's chief virtue is to drink his allowance of grog. The boy is an apt pupil, and soon outlearns his teachers. He becomes a man, and receives the wages of an able-bodied seaman. Returning home after a voyage, the vessel has scarcely touched the wharf before he is beset with a myriad of applicants for his boarding custom. He

selects a house, and his chest and clothing are removed there. The wages due him are not paid immediately, but he finds an accommodating friend in his landlord, who, on the receipt of a due-bill for the whole amount, advances him a few dollars, and becomes his cashier. In nine cases out of ten, he is now plied with liquor until he is drunk, and his generosity keeping pace with his loss of reason, he soon spends the advance, and runs up a score, which by some legerdemain frequently advances in geometrical progression. Sunk into the lowest debauchery, he takes no note of his expenditures, and he is only brought to reason by the presentation of a bill somewhat exceeding the wages of his last cruise. The only way to pay the money, is to ship again, and allow the landlord to draw the advance. This is done, and Jack finds that in two weeks on shore, he has spent the earnings of a long and perilous voyage, and must work another month to make up lee way. He thinks it strange, curses the land-sharks, and gets drunk again. In this condition he is put on board, the vessel sails, and he is for days unfit for duty; or, as in the case of the sailor mentioned last week, he is attacked with the mania a potu, and in a fit of frenzy commits suicide. With all due deference to the many able and philanthropic gentlemen who have advocated total abstinence on board ship, we would ask what permanent good can be effected by that measure, if the sailor is abandoned to the vampires the moment his foot touches the shore? It were better to begin at the root of the evil; and ship-owners and ship-masters should keep as wary an eye upon the morals of their boys, as if they were their own sons. To reclaim those who have already acquired these evil habits, some effort should be made to keep them out of the grasp of land sharks and their gangs, and by encouraging them to be sober and provident on shore, and attending to their comforts at sea, gratitude as well as duty will prompt them to deserve the care; and a bold, skilful and obedient crew will fall to the lot of such commanders.—*Baltimore Sun, Dec. 13.*

STEAM VESSELS FOR THE NAVY.—We have at all times felt a deep interest in all subjects appertaining to the advancement and improvement of our Navy; and it is with pleasure we notice, that the Hon. James Buchanan, Senator from this State, in the U. S. Senate, has offered a resolution inquiring into the expediency of building one or more steam ships for the navy. The Naval Committee will report favorably on the subject, and that some two or three steam ships will be ordered, constructed in such a manner as to enable them to cruise on our coast, to give aid to our merchant vessels homeward bound during the tempestuous months of winter; and with a view to war, let them be so built as to enable them to carry two or four "bomb cannon," which has been proved by experiment in the French navy, to be so effectual.—*United States Gazette.*

A correspondent of the Baltimore Patriot says:

"Mr. BUCHANAN urged with great earnestness the adoption of this resolution. He expressed his regret that the Secretary of the Navy had not in his very lucid and able report, touched upon the subject which was occupying the minds of all men interested in naval and military affairs, in England and France. Those two great nations are emulous to outstrip each other in converting steam vessels to the greatest service. The use of them must work a material change in the mode of naval warfare; and we would certainly subject ourselves to great hazard, if we were to engage in a war with either of those powerful nations in the possession of the advantages derived from such vessels, while we were without them. Mr. BUCHANAN thought it would be a severe reflection upon our national character, if after being the first to make a successful application of steam in propelling vessels, we should now fall behind the improvement of the age."

STEAM SHIPS OF WAR.—We are glad to see that Mr. Buchanan, of Pennsylvania, has brought before Congress a proposition for building one or more steam ships of war. In this means of annoyance and defence, which is likely to be more efficient than any other, our navy is almost totally deficient. England and France foresaw the effects of steam upon the mode of conducting naval warfare, and governed themselves accordingly. Each of those nations has 20 or 30 powerful steam ships of war, and is constantly increasing the number; while we have ~~ONE~~. In the merchant and passenger service, we have more steam boats than any other nation in the world. Steam power is peculiarly American, and in the most important use of it we ought not to see ourselves outstripped by every other commercial nation.

Steam ships are more powerful at home than abroad. If a steam ship crosses the Atlantic in order to reach her station, her stock of fuel is of course nearly exhausted; and it is not always easy to get a supply in an enemy's country. But at home she can always get a supply at short notice, and run in or out as suits her convenience. She is, in short, a moving fortress.

A fixed fortress may be very good in its place, but we should like to ask how many thousand men in such defences would be sufficient to protect our coast?

A fixed fortress, if suitably manned, is strong where it is, i. e. within a circuit of two or three miles; but beyond that circuit it is as powerless as infancy. It cannot go in pursuit of an enemy, but must wait till they come within the reach of its guns,—which they are not always disposed to do. Steam ships possess, on the water, the combined properties of cavalry and artillery on land. They are both fleet and powerful. They cannot easily be avoided, and when encountered, are very bad customers. We must have some of them, without delay.—*New York Journal of Com.*

From the United States Gazette.

EMPLOYMENT OF BOYS IN OUR MERCHANT VESSELS.

I congratulate the country on the apparent light which is beaming forth on the important subject of employing boys in our merchant vessels as a means of rearing up in the country a full supply of native seamen, that our commercial shipping may hereafter be navigated in safety, freed from the dangers of mutiny and murder on the high seas, which have so frequently taken place of late years on board of American merchant vessels, to the disgrace of our glorious flag. The subject is now brought to the consideration of Congress, and in an effective manner, which I hope will insure for it their most favorable consideration. The Secretary of the Treasury, in his late annual report, makes the following commendatory remarks:

"The employment of more boys in the merchant service is, in some degree connected with the customs, on account of its tendency to afford additional protection to the lives and property engaged in commerce, as well as to improve the morals of mariners, and prevent smuggling, mutinies, and piracies."

"The encouragement by law of such an acquisition to the marine of our country, by soon bringing into active usefulness a class of intelligent, virtuous, and able seamen, would tend materially to avert some of the numerous evils from that quarter, which now bear upon commercial energy and prosperity."

The benefits to be derived from the passage of such a law to commerce, and to the country, in a national point of view, must be apparent to our merchants, and to the community generally; our merchant ships would in a few years be navigated by seamen who had grown up in our own merchant service, and our ships would be freed from the vile scoundrels who are now too often employed, and who are ever ready for revolt, mutiny, and murder. I think all will

admit, that it is a near-sighted statesman who cannot see the importance such a law would have in a national point of view. It would provide a full supply of *native* seamen to man our navy in peace or war; men, whose love of country, home, and fireside, would always prompt them to deeds of honor and glory. The "right arm of our national defence" has not been overlooked by the President in his late annual message, he says:—

"The rapid increase and wide expansion of our commerce, which is every day seeking new avenues of profitable adventure; the absolute necessity of a naval force for its protection, precisely in the degree of its extension; a due regard to the national honor; the recollection of its former exploits, and the anticipation of its future triumphs, whenever opportunity presents itself, which we may rightfully indulge from the experience of the past—all seem to point to the navy as a most efficient arm of our national defence, and a proper object of legislative encouragement."

The President and his administration have doubtless satisfied themselves of the importance and necessity of an efficient naval establishment, and in accordance with the long and frequently expressed will of the people, have recommended the subject to Congress as "a proper object of legislative encouragement." It is now with Congress to say what shall be done in the way of "legislative encouragement." In my view, the first important move is to provide means to man our navy in time of war or peace with *native* seamen, and this can only be done by passing a law requiring our merchant vessels to carry boys, and employing a full portion in the navy. One word to the philanthropist. Is this subject not worthy of their best feelings? How many hundreds of boys might be saved from destruction, if they were thus creditably employed in the merchant service and in the navy, in the place of their becoming subjects of vice, and the inmates of jails and houses of refuge, or rambling our streets in idleness. All know that youth is the time to inculcate virtue and good principles, to lead to honorable manhood.

GIRARD.

FRANCIS'S LIFE-BOATS.—The first of these life-boats for the U. States Government service was delivered a short time since, by the skilful and enterprising builder. In appearance she is different from any he has before built, and looks like a beautiful quarter-boat, or gig for a packet ship. She is twenty-six feet long, five feet beam, and two feet deep, with a broad stern, giving fine accommodations for the officers, a stand for the bowsman, and strong foot-stretchers for the oarsmen. She is built smooth seam, and very strong to enable her not only to cope with the elements, and to ride triumphantly over any sea, in boarding vessels in distress, but she has also a double oak side made rounding, to prevent rubbing up and down against a ship's side, without catching under the bolts and wales of the vessel, which often causes an ordinary boat to upset. She has also the newly invented apparatus for hoisting and carrying out anchors, so highly approved and recommended by Captain Henry Robinson, and the newly invented bottom. Her power is 1636 pounds, which weight would not sink her with her bottom stove in, and she is so constructed that she cannot sink by the weight of human bodies.

The Great Western, with a commendable prudence and foresight, took one of these boats, owing to which she obtained many more passengers, and if she had taken two or three, they would have found it to their interest, in the increased popularity it would give to that vessel. In fact, where so many passengers are taken as in those steam ships, they ought not to go without them; and the first inquiry a traveller by sea ought to make is, whether the vessel is provided with Francis's life-boats, and if she is not, to give

a preference to the vessel that is. Dr. Johnson has well observed that a ship is a prison, with the chance of being drowned, and as a sensible man will leave as little to chance as possible, he is bound to take that conveyance which is the most guarded against accident—otherwise it is nothing but foolhardiness, or, as a Scotchman would say, "a mere tempting o' Providence."—*N. Y. Sunday Morning News.*

ST. GEORGE'S BANK.—We have received from Washington a beautiful chart of St. George's Shoal and Bank, as recently surveyed by an expedition sent out by authority of Congress, under command of Lieut. Charles Wilkes, U. S. navy, in the U. S. brig Porpoise and schooners Maria and Badassah. Published under direction of the Navy Commissioners. J. Alden and W. May, draftsmen; B. Stiles, Sherman and Smith, engravers. The map embraces 47 minutes of longitude, viz. from 57° 10' to 57° 57', and 31' of latitude, viz. from 41° 26' to 41° 57'. The number of soundings is immense; particularly on the shoal and in its immediate vicinity. The character of the bottom at frequent intervals is also specified. As we do not often have access to the "bottom of the sea," at such a distance from land, it is interesting to notice the ingredients which compose it. Here are some of them, ascertained by sounding in different localities: Gravel and sand, white sand, black sand, black and white sand mixed, pebbles and sand, fine sand and black shells, pebbles and gravel, fine sand, coarse sand, stones and rocks, stones and pebbles, yellow sand and pebbles, sand and green ooze, pebbles.

The results of this survey are valuable, among other reasons, as showing how little danger there is of vessels of ordinary size actually striking on the Bank, or even on the Shoal. There are only two places on the Shoal where such a thing could happen, and these are very small, lying between lat. 41° 40' 13" and 41° 40' 33", and between long. 67° 44' 10" and 67° 40' 30". The depth of water at these places is 15 feet (at low tide, we presume.) The tide rises seven feet. Over almost the whole Shoal the water is 6 to 10 fathoms or upwards, and on the Bank, distinguished from the Shoal, it is generally from 15 to 25 fathoms or upwards. The shoal is about 13 miles long, lying N. N. W. and S. S. E. and 1 to 2 miles wide. There is usually a rip the whole length of the Shoal, and at times heavy breakers on the shallowest places.

One object which the Surveying Expedition had in view, was to ascertain the feasibility of erecting a beacon or other work on this Shoal. We understand Lieut. Wilkes reported against the undertaking; but precisely upon what grounds we are unable to state.—*N. Y. Journal of Commerce.*

THE PEA-PATCH, a small island in the Delaware, in which the United States Government have been endeavoring for some years to build a fortification that would stand, the first having sunk in the mud, so as to become useless, has recently, it would seem, been seized upon, under a writ of possession from the United States Circuit Court, as individual property.

The Newark Daily Advertiser gives a sketch of the facts, developed on the trial, whence it clearly appears, that the Federal Government, proceeding upon the assumption that a grant of this island made to them in 1814, by the State of Delaware, was a valid one, had taken possession of, and appropriated, the island to public defence, when all the while the title was in certain inhabitants of New Jersey, within the limits of which State and not of Delaware it is claimed to lie.

This state of the case was sustained by the evidence and the judgment of the Circuit Court; and the Attorney General of the United States, on examining into the facts, declined to carry the case up to the Supreme Court.

The Marshal of the District of New Jersey, Gen. Darcey, of Newark, finding some officers and artificers of the United States on the island, caused them to sign leases, as tenants at will, of the owners.

The Newark paper gives this account of the origin of the island:

The history of this island, in the river Delaware, opposite to Salem county, in this State, is not without interest. It appears by the testimony produced that it has arisen within the memory of the present generation. A few tufts of reed and grass were first discovered at low tide about sixty years ago, growing, as the tradition runs, out of a sunken vessel laden with peas; whence the name of the island. It continued to increase and to make ground, so that in the course of a few years it threw the ship channel between the western side of the island and the shore of the State of Delaware. The better opinion is, that it was originally a part of the lower end of Finn's Point bar, which fastened on to the Jersey shore.

The Pea-Patch, which might once have been purchased for a trifle, comparatively, is now held at \$100,000 by the owners.—*New York American*.

THE NAVY.—The Secretary of the Navy, in his annual report, recommends an increase in the number of smaller vessels belonging to our navy. It is hoped that this suggestion will meet with the prompt and favorable attention of Congress; and we would respectfully urge immediate action thereon by the Committee on Naval Affairs. The comparatively large squadrons which are sent upon some stations for the protection of our commerce, it is very true, serve a good purpose oftentimes as matters of dread to foreign aggressors. Yet very little active service is required of them. About half the time they are lying idly in port, like huge scarecrows, preventing, it is true, by their presence merely, many abuses to which our merchantmen might otherwise be exposed. But it may well be questioned whether quite as efficient protection may not be afforded by vessels less unwieldy and inactive.

Our vastly augmented commerce in the South Pacific, demands the especial consideration of Government. And the class of vessels alluded to by the Secretary of the Navy, is precisely of that description which ought to be employed in looking after our commercial interests in that quarter—especially at those points which, though now much visited by our navigators, are yet of quite recent acquaintance as places of resort. We may mention the Friendly islands, as well as the Sandwich group—and particularly some of the ports on the coast of New Zealand. On that coast, the Bay of Islands has become a place of great importance, and is now constantly visited by American shipping to an incredible extent; yet no public vessel, to our knowledge, has ever yet appeared within its waters. Ships of war, of small size, might be placed on this service to very great advantage. They should be relieved as often as once a year, and thus a succession of voyages be regularly established and kept up. The benefits of such a system would be invaluable, not only to our commercial marine—but to the navy itself—as must be apparent to every one who is friendly to its improvement and active advancement.—*Nantucket Inquirer*.

Commodore JOSEPH J. NICHOLSON, of the United States navy, who died at Baltimore on the 12th inst. was the son of a revolutionary naval officer he entered the service of his country at an early age as a midshipman, and through all the grades of active duty, reached, with honor and reputation, the rank of Post Captain, with a designation ultimately to the command of an important squadron. In peace and in war he performed the high functions of an American officer with fidelity and bravery, and has left, among his gifted comrades, no man of a purer name. But it is not so much the present purpose to speak of

his public services, as to refer to those personal qualities which, during his many years residence in Philadelphia, as an officer of this station, won for him the exalted respect and the heartfelt esteem of a very extensive circle.

For nobleness of nature, kindness of disposition, and uprightness of life, he was eminently distinguished; while the elevated character of his liberality, the efficiency of his friendship, and the courtesy of his deportment, attracted the sincere and general regard of those by whom he was best known. In the relations of private life, which, during his residence in another city, were expanded into those of a husband and father, he was a model worthy of all imitation. But this topic is so delicate, that no invasion must be allowed of the sacred privacy of domestic affliction.

Though his death was sudden, it was yet accompanied by the assurance which is now so consolatory to his family and friends, that it was not without that blessed preparation which genuine piety alone can furnish. This brief notice is designed merely as the faint expression by one who was well acquainted with him, and who justly appreciated him—of what is the true sentiment of a large number of attached friends in this quarter, and who honored his character while he was among them, and who most sincerely and profoundly sympathise with those who were nearest and dearest to him, in the irreparable loss which they have sustained.—*Philadelphia paper*.

LIFE BOAT.—There was quite an excitement in Wall street yesterday among the nautical and mercantile men, occasioned by the appearance of a beautiful LIFE BOAT, built, as perceived by the lettering upon her, for the U. S. R. C. Hamilton. She is 27 feet in length, 5 feet beam, and is calculated to be able to sustain upwards of 2,000 lbs. of iron or other dead weight *with her bottom stove in*. She is of the improved model in her bottom, her bilges being lower in the water than her keel, and is also fitted with the apparatus for weighing an anchor through her bottom, similar to that in the superior boat built for the packet ship Duchesse d'Orleans.

We do not profess to give a sailor's account of this useful affair, and can only say that she makes a more beautiful quarter boat of a packet ship than what many persons have supposed a life boat must necessarily be. Before she is shipped for Boston we would recommend all sea-going folks to look at her. She will remain in her present location near our office to-day and to-morrow, and then be despatched to the City of Notions, where Capt. Sturgis will have an opportunity of showing a boat of which he may justly feel proud.—*N. Y. Gazette*.

A NEW PATENT RIFLE, BAYLEY'S WATER-PROOF RIFLE.—We have seen a rifle invented by Mr. Bayley, of Portland, (Me.) which, when loaded, admits of fifteen distinct discharges. The loading takes place in the breech of the gun, through a cylindrical conducting tube, passing into a receiving chamber, and in the tube are 16 sliding chambers loaded with powder and ball. In the receiving chambers the lock acts upon the sliding chambers, striking through with the greatest precision and perfect safety. The lock is of a very simple construction on the guard of the gun; more simple and not more cumbersome than in a common gun. The rifle we have seen is a beautiful one; and though not much versed in these matters, yet we feel at liberty to say that whoever wants to do killing by the platoon, or gunning by the flock, cannot find, at least as we think, any instrument so wonderfully adapted to their purpose.—*N. Y. Express*.

MILITARY TACTICS.—Mr. R. P. Desilver, No. 255 Market street, has just published a new and improved edition of that valuable and highly commend-

ed book of instruction in Military Tactics, prepared by S. Cooper, Assistant Adjutant General of the Army, under the supervision of General Macomb. It contains a number of additions in reference to Courts-martial, Arrests, Duties of Quartermasters, Reports, Provisions, Estimates, &c., and is in every respect an admirable work for the use of the soldier.—*Pennsylvanian*.

WAVES.—A scientific gentleman on board the flag frigate in the Pacific Ocean, kept a table of the height of the waves. He asserts that no wave within his observation, ever exceeded 20 feet above the ocean level, and never more than 18 feet above the deck.

We are of opinion from some experience in gales of wind, that the waves often reach the height of 40 or 50 feet at least; and deservedly merit the title sometimes given to them by some deemed poetic, of Mountain Billows; particularly in the swell and calm after a storm, when the wind does not exist to blow them down.—*New York Star*.

FORT JESUP.—The following is an extract of a letter from Fort Jesup, and gives an interesting description of that military post:

"We are situated in the midst of a dense forest, on an eminence, which alone has been cleared of its timber. The loftiest, and most ornamental trees, (chiefly oak) having been left standing, scattered here and there, around the buildings, and about the parade ground. The houses of the post are arranged in a rectangle, almost a square. They are painted white, are ornamented with balconies, piazzas and pillars, and all face inward towards the area, which constitutes the grand parade ground. The officers' quarters are on the sides nearest the road, while the side opposite, with its two adjacent angles, are made up of the quarters of the men and their families. In the rear of each company's quarters, is a large garden, to each of which, a gardener is appropriated.

Fort Jesup is 25 miles from Natchitoches, La., on the stage road to San Augustin, Texas, about 50 miles from the latter. The former is a beautiful town of some 3 or 4000 inhabitants, French and Americans principally. It is pleasantly situated, on the southern bank of the Red river, 100 miles above Alexandria, and 4 or 500 above New Orleans. The river is thickly and richly settled all the way down, chiefly by French planters, some of whom are immensely wealthy. In short, this is a delightful country, with the finest possible climate, and watered by streams, navigable by steamboats, some of them thousands of miles.

Fort Jesup is said to be one of the healthiest and most pleasant posts in the country. We have a large store, a post office, and on the opposite side of the road, a well ordered, quiet hotel. The officers seldom visit it, and the soldiers are not allowed to. Outside, and opposite the garrison, stands an elegant, and well appointed dwelling—the quarters of the commanding officer.

As to the facilities for reading, &c., we have a large reading-room, containing an extensive, well-selected library, with newspapers from every part of the United States. The expense is defrayed from the post fund, and every one at the garrison has access to it. Over this hall, are four neat, well-furnished rooms, with doors opening on galleries, both in front and rear, which are occupied by the four only bachelor saints, of whom your humble servant, unfortunately, is one.

Several of the older officers have families, and have resided here for years. There is a school for the children, and by the late act of Congress, we are provided with a chaplain. Most of the officers are temperance men to the hilt; saving a little wine occasionally, they drink nothing but cold water—and believe me, my friend, I have become "one of that sort." My resolution was taken, before I reached here, never to drink another glass of ardent. No

sensible person will dispute the folly of such a custom, and so far as my experience and observation has gone, it leads, by the very shortest cut, to ruin."—*Boston Mercantile Journal*.

GEN. TAYLOR AND HIS POLICY.—On the advent of Gen. TAYLOR to the military command of Florida, expectation was on tip-toe that he would accomplish such results as would give quietude and peace to this unfortunate country. Bringing into the field a reputation high for personal valor, and having been engaged in one of the most sanguinary actions of the present war, much was expected from his intimate acquaintance with Indian character; the ambition consequent upon newly acquired rank, and the general confidence reposed in him, both by the favorable estimate of the public mind, and the high and approved consideration of his own Government.

An appropriation sufficiently large to cover every reasonable contingent expense, a *carte blanche* to fill up with any number of men, and an authority to combine mind, physical power, and every agency, in any proportion or extent, so this war was brought to a close; were the investments of his authority. Active operations were ordered to commence on the 10th of October; and troops were in motion from every part of the Union, in order to meet at the point of concentration.

The period for active operation arrived, and is passing away; yet no embodied action of the troops has taken place; no concentrated movement of Gen. TAYLOR's command. It is true that a few posts have been re occupied, and some others established, which, had they been occupied at the commencement of the war, might have saved the country a vast amount of expenditure. But whether this cordon is to give the security intended, is a questionable point, and which past experience has shown to be unavailing. The movements of large bodies in Florida have, heretofore, when accompanied by footmen, been exceedingly slow; and the incumbrances of a heavy baggage train, formed not the least difficulty in this tardy operation.

Experience has shown that a mounted force is the only efficient arm for celerity of movement, and that quickness of operation which the emergencies of Indian warfare require. Yet cavalry, valuable as they are, to operate over a large extent of country, must, in addition to the heavy equipments of the men, be furnished with food for the horse, either conveyed by packs or the men themselves. In any event the supply is necessarily limited, and unless supplies are afforded at posts a short distance from each other, much time is consumed in repairing the exhaustion of food, which both men and horses require. Thus much for posts. As points of departure and return for a mounted force, they are invaluable. But will the country by being dotted throughout with these contiguous points, derive that security which it is believed by many will be accorded? For our own part, we think not. We go on data, derived from the subtlety of the Indian and his indomitable perseverance in the pursuit of plunder and revenge. We look to the skill and ingenuity which has hitherto marked his movements, setting at nought the most wakeful vigor, and the best concerted plans; which has given him supplies, by hanging on the rear of the army, and information as to the operation in contemplation; which has enabled him to select his ground, and offer battle only on the terms of his own choosing.

We do not believe, as far as the policy of General TAYLOR can be gathered from the past, that the war will be closed this winter, and that our people will again have to drag out another year in the vain and heart-sickening hope of a return to the country. It is certainly time that something definitive should be done with this Indian war. It is time that the energies of the people should be directed to some other

channel, than wasting life as they are by its protraction. There is fault somewhere—blame properly belongs to some one. Yet with the repeated changes of command, war, this cursed war, is still suffered to exist.

Our people are murdered—their houses burnt; and we are told that there is force and power to keep the Indians down. In God's name then, direct that power to some end, which shall demonstrate the disposition to act, or let Congress devise some other means to remove the Seminole, than by military force.—*St. Augustine News.*

CANADA.

From the Kingston U. C., Chronicle.

Any honorable, high-minded officer of the United States army, whose fortune it may be to be stationed at present on the Canadian frontier, has an unpleasant and difficult duty to perform. With his own Government apparently lukewarm, and indifferent to his most active exertions to preserve neutrality, and multitudes of his countrymen no better than enemies, we can freely sympathize with such an officer.

The following remarks and letter we copy from the Sacket's Harbor Journal. The general opinion on this side is, that Col. Worth did not exert himself to the utmost in preventing the expedition which invaded this province below Prescott; though all admit, that while at Ogdensburgh his measures were such as indicated a desire to preserve neutrality. It occurs to us that Gen. Brady would have at once seized the United States while at Sacket's Harbor, had he known as much of her objects as Col. Worth did. We would not, knowingly, do injustice to a gallant man, let his country be what it may, and therefore publish the following as explanatory.

Col. Worth has no doubt learned by this time that he may hold a correspondence with a British officer, without his being "the recipient of offensive or insulting reflections" upon his Government.

In connexion with the foregoing, [the correspondence between Col. Worth, Col. Dundas, &c.] it is but justice to an individual whose efforts to enforce the laws we have witnessed, to publish the following letter to the Oswego Committee, which we have been permitted to see. The Canadian papers seem determined to run a tilt against all authorities in the United States. Now we chance to know [that the commander on this frontier, hearing that the steam boat United States, on her trip down, on the 11th, would have on board some of the adventurers, had made his arrangements to accompany her in the Telegraph, and seize her in the mouth of the St. Lawrence, should the information prove correct. Owing to a heavy gale, the Telegraph, being then cruising in the St. Lawrence, did not, as directed, reach this port until the evening of the day after. At two o'clock the United States passed, but the commanding officer embarked with his troops in pursuit between 3 and 4 o'clock in the morning, and before sunset had reached Ogdensburgh, seized two steamboats, and the schooners carrying arms, &c., and thenceforward prevented any crossing—it is understood, cut off some 6 or 800 men preparing to embark.—*Ed. Jour.*

HEAD QUARTERS, MADISON BARRACKS, }
November 23, 1838. }

MY DEAR SIR: When on the point of embarking for your place, yours of the 20th, with its enclosure, came to hand. In any question of duty connected with recent transactions I have never halted in doubt as to the course to be pursued; but the matter you have presented gives me pain and embarrassment. To enter upon the business officially would be to place myself in a position to become the recipient of offensive, if not insulting, reflections upon the Government, for which I should not be held excusable, nor deserve to be, and I am doubtful of the propriety

of my acting at all; yet if I can interpose any offices of humanity in behalf of my countrymen, criminal though they be, God knows every impulse of my heart dictates the exertion. However, when time is blood, action first and reflection after.

I have prepared hastily, as you will perceive, an unofficial note, a copy of which is enclosed, to the military authorities opposite, but candidly confess, with little hope of a favorable result from those [the wounds of] whose murdered comrades are yet festering. The Oneida is momentarily expected, and will be forthwith despatched on her errand of mercy, and if it be not invoked in vain, I should hope that every rescued victim would come forth from his prison an apostle of honor, justice, and correct principles, instead of the doctrines of marauders.

With much esteem,

Respectfully and truly yours,

W. J. WORTH.

To GEO. H. McWHARTER, Esq.

PATRIOT MOVEMENTS.—We learn that the leaders of the patriot forces have resolved to abandon their enterprise for the present, and a good portion of their men have gone to their homes. The result, we are informed, has been brought about by quiet influence, judging from the character of the men who have been instrumental in effecting it, we are inclined to believe that reliance may be placed on the present determination. It is pretty certain that whatever may be their determination, the authorities on this side will keep a sharp eye upon any movement that may hereafter cause disturbance.

Gen. Scott arrived in this city yesterday morning, and has taken lodgings at the National.

We ought to have stated before, that the steamboat "Champlain," which was pressed into the service of the patriots on Monday night last, was seized by the collector of this port early on the following morning for a violation of the laws.

We are authorized and requested to state, by one of our civil authorities, who was on board the steamboat Erie, on Tuesday last, while cruising in the river, under the command of Major Payne, that not a single gun was fired on the occasion from that vessel, at or upon any patriots or other persons who were crossing the river to either shore. When the Erie approached the patriots crossing in canoes, the latter were hailed and ordered to come to. On refusing to comply, a few guns were ordered to be fired over their heads, according to custom, when they came to and surrendered themselves. Not a shot was fired, or intended to be fired, upon them.—*Detroit Free Press, Dec. 10.*

FROM HALIFAX.—By the Sable, from Halifax, we have received papers to the 8th inst. The subject of the establishment of steam navigation between Halifax and England appears to have excited some interest there. It was stated that the British and American Steam Navigation Company would probably tender for the contract for conveyance of the mails, when the Government were ready to receive offers.

The Acadian Recorder states, "on good authority," that the steam ship British Queen will not be ready for sea before February next, and that the Liverpool will run regularly through the winter months.

The ship of war Hercules arrived at Halifax on the 7th, in 34 days from Barbadoes, with the 36th regiment of troops, under Col. Maxwell. Among the officers were Capts. Trollope, Nugent, Wyatt and Carmichael. There were 27 sergeants, 10 drummers, and 339 rank and file. They disembarked on the 8th. Major Cross died at Barbadoes on the 12th ult. The Hercules brought the 52d regiment from Gibraltar to Barbadoes, to relieve the 36th, and arrived there Nov. 3.—*Boston Daily Advertiser.*

ADMIRAL BAUDIN.—This veteran officer is as courteous as he is valiant. The American cutter Woodbury, Captain Rudolph, lay within pistol shot of the Nereide, the admiral's flag ship, when the attack commenced on the castle of St. Juan de Ulloa, and consequently her officers had a fine view of the action. Captain R. speaks in the highest terms of the gallantry and seamanlike manner in which the French moved their vessels towards the fortifications, and of the weight and terrible efficiency of their fire. The admiral treated Capt. R. and his officers with marked politeness, before and after the engagement. We have been permitted by Capt. R. to copy the following note, written by Admiral B. with his left hand, his right arm having been shot away during the last war. The hand writing is in the form of *backslope*, in plain and regular characters. We print it *verbatim et literalim* from the original—and the reader will observe that it is written in pretty good English.

"Rear-admiral Charles Baudin's compliments to Capt. Rudolph and thanks for the subjoined newspapers which have been very obligingly lent by one of the officers of the Woodbury.

"The Rear-admiral informs Capt. R. that there are some appearance of a strong norther soon coming on, in which case the Woodbury would be in a bad anchorage, and he would recommend her taking shelter either near Sacrificios, or under the lee of the Green Island, the place where one of the ships and two of the brigs were at anchor this morning. There is a good holding ground.

"NEREIDE, Nov. 7th, 1838."

This letter is dated about twenty days before the attack. It shows the kind feelings entertained by the admiral for the ships of our countrymen, and entitles him to their gratitude and respect.—*New Orleans Bee*.

MEXICO.—We have been favored with a copy—which we annex—of the treaty concluded between the French admiral, commanding the squadron which bombarded and took possession of the Castle of San Juan de Ulloa, and the Mexican officer commanding the troops in the city of Vera Cruz.—*Cour.*

[TRANSLATION.]

Treaty between his Excellency Vice Admiral Chas. Baudin, and his Excellency General Don Manuel Rincon.

Article 1st. The city of Vera Cruz will retain but a garrison of one thousand men; all above that number will leave within two days, and not approach within ten leagues. General Rincon will retain his authority in the city, and binds himself in honor, that the garrison will not exceed the limited number of one thousand men, until the differences between France and Mexico have been completely adjusted.

2d. As soon as the present treaty is signed by both parties, the port of Vera Cruz will be open to all flags, and the blockade will be suspended for eight months, expecting that an amicable arrangement will take place between France and Mexico.

3d. The Commander of the city of Vera Cruz will strictly observe that no difficulty is placed in the way of the French troops occupying the Fort of St. Juan de Ulloa, and providing themselves with fresh provisions from that city.

4th. Vice Admiral Baudin binds himself to cause the evacuation of the Fort of St. Juan de Ulloa by the French troops, and return it to the Government of the Republic, together with the utensils of war received, with their corresponding inventories, as soon as the actual differences with France are settled.

5th. The French citizens who, in consequence of hostilities had been obliged to leave Vera Cruz, will have full liberty to return there; their persons and property shall be respected, and any damage their property may have sustained during their absence

shall be repaired by a competent indemnification on the population and the Mexican authorities; the indemnities due the French citizens will be arranged according to the decision of the tribunals of the Republic.

The present treaty is made by duplicate, one in French for Admiral Baudin; the other in Spanish for Gen. Don Manuel Rincon, and after having been read by the contracting parties, was signed on board his Majesty's frigate Nereide.

C. BAUDIN,
M. RINCON.

VERA CRUZ, Nov. 28, 1838.

The capture of the fort of *St. Juan de Ulloa*, by a small squadron of frigates, after a bombardment of a few hours only, is a very remarkable feat of arms and demonstrates great skill on the part of the French attacking force. That castle has always been reputed as very strong, and if defended with any sort of efficiency, ought, one would suppose, to have made a much better resistance. The engineering, however, of the French frigates, seems to have been admirable, and their bombs thrown, or rather, as we learn is now the case, fired *point blanc*, from large howitzers, caused terrible destruction.

Such a result, occasioned by a comparatively small force, may lead to some doubts whether it be worth while hereafter for any country to spend large sums in fortifications, which a few hours and a few ships, properly equipped and managed, may raze to the ground. Steam batteries perhaps will constitute henceforth the chief defence of sea-ports.

It will be a matter of interest to both Europe and America, to learn what disposition the French Government will make of the captured fort.

If France shall undertake to hold it permanently, or shall proceed in the career of conquest in Mexico, it will be necessary for these United States to arouse themselves somewhat, and to prepare in time for collisions, to which the presence and the conquests of a European power on this continent may too possibly lead.—*N. Y. American*.

CAPTURE OF ST. JUAN DE ULLOA.—A letter from an officer on board the U. S. brig Consort, says: "The Consort arrived at Vera Cruz on the 24th Nov., On making the land she fell in with the blockading squadron, and was fired on by a brig of war repeatedly, in a most wanton manner, ordered under her lee, and finally compelled to anchor before entering the port. The commander of the Consort had demanded an explanation of the French Admiral."

The writer, in another letter, says: "Vera Cruz is completely deserted by all except the military. The women and children are removed to a small town about three leagues distant. The officers and soldiers are determined to fight to the last. The churches and convents were strongly fortified, cannon being mounted on several of the cupolas."

The French Frigate *Hermione*, of 60 guns, Com. Bazoche, with a crew of 550 men, from Havana, for Brest, ran on the rocks off the west end of Bermuda islands, on Monday evening, Dec. 3d, and soon after sunk. The officers and crew landed at Ely's Harbor on the same evening, and have since been provided with accommodations on board the *Royal Oak*, lying at the dock yard. Several articles of rigging and some small stores have been saved.

H. B. M. ship *Malabar* sailed for England from the port of Hamilton, on the 28th November, and on the following day the British line of battle ship *Cornwallis*, bearing the flag of Vice Admiral Paget, with a squadron, consisting of the ships of war *Vestal* and *Racehorse*, and the armed brig *Ringdove*, put into the same port, on their passage to the West Indies. The armed schooner *Skipjack* sailed on the 15th ult. with sealed orders.

NOTICE TO MARINERS.

HAMBURG, Nov. 2.—Notice is hereby given to masters of ships coming from the sea to Hamburg, that a post has been set up at Twielandfleth, which indicates how many feet of water there are on the Blankenese sand. This place has been chosen in order that ships coming up the river, when it appears that there is not sufficient depth of water off Blankenese, may have time to cast anchor till the water have risen to a sufficient height. By the Board of Navigation,

NEW LIGHT HOUSE.—We feel much pleasure in giving publicity to a voluntary act of a benevolent nature on the part of the committee of the Royal Yacht Squadron, by whose direction a very brilliant light will in future be exhibited from their house at Cowes from sun-set to sun-rise during the winter months, for the benefit of navigation. The bearings by compass will be as follows:—Calshot Castle N. by E. 1-2 E., the S.W. and N.W. buoys of the Brambles in one bearing N. N. E. and the white buoy off old Castle Point E. by S. It is needless to point out the advantages that will frequently accrue from this praiseworthy act of humanity.—*London Morning Gazette.*

The following has been received at Lloyd's from the Swedish consulate, dated Stockholm, Oct. 18.

The Navy board hereby gives notice to mariners navigating the Gulf of Bothnia, that, in lieu of the low open light on Holmo Gadder, in the North Quarken, opposite Umeno, a new light house has been erected near the old one, which is lighted with coals in covered lanterns.

The height of the tower is 50 feet above the ground, and the light is about 85 feet above the level of the sea; consequently this light ought to be visible from the deck of a merchant vessel at about three German miles distant at sea.

A light house of the same height has also been erected on the Great Jungfrau, which island is situated three miles south-east of Soderhamn, and in this the lighting is of the same description as at Holmo Gadder.

The tower is erected due east of the Fisherman's channel on the high ridge, which is to the eastward of the island, in N. lat. 61 deg. 9 sec. 20 min., and longitude east of Ferro 35 deg. 20 sec. The distance of the light to the surface of the water is about 90 feet, and its light consequently to be seen from the deck of a vessel about three German miles distance.

Both these light houses, which are whitewashed, and therefore good beacons by day, have been lighted from the commencement of the present month, and the periods of lighting will henceforth be the same as at other light houses in this kingdom.

To Ship Masters bound for St. Augustine.

Depth on the bar at High Water 12 feet.

" " at Half Tide, 9 "

" " at Low Water, 6 1/2 "

Vessels coming from the northward will run down till the light house bears W. by S. keeping 3 fathoms water.

The Pilots, in good weather, board vessels outside the bar. They will be on the bar with a flag, and a waive to the right or left will indicate whether the vessel is to proceed either larboard or starboard. When the staff is erect, the vessel will bear down for the Pilot Boat.

ORIGINAL POETRY.

PENNSYLVANIA PRESENTING THE SWORD

TO GEN. H. BRADY.

Soldier! 'tis thy country throws
Honors o'er thy way;
Fame shall bind them on thy brows,
On this festive day.

Soldier! freemen know thy worth,
Patriots give the sword;
All thy future way through earth,
Laurels shall afford.

Well we know that thy firm hand,
Skilful it will wield;
Thou art of that noble band,
Freedom's living shield.
Mid the battle's roar and strife,
Firmly didst thou stand;
BRADY! Where is now thy life?
Where? but in thy hand.

Vital streams would freely flow
From thy generous breast;
Ere thou wouldst permit the foe
Rights from us to wrest.

Brave man! 'tis thy native State
Hands thee now the sword;
Freedom's pledge inviolate,
Liberty secured.

ANNIVERSARY OF THE BATTLE OF THE OKEE-CHO-BEE,
DEC. 25TH, 1837.

OR THE DEATH OF THOMPSON.

Hark! to the clarion's voice!
The war-trump calls "to arms!"
Duty compels—a soldier's choice
Must be 'midst war's alarms.
There, at the battle cry,
Fearless and firm he stands;
Brightly his "war sword" gleams on high,
Prompt his commands:—
"Soldiers! the foe advances,
Wily—but fierce he comes,
Mark! where his rifle glances,
Aim for his secret home.
Soldiers! remember well
The name ye proudly bear;
Let this day's action tell
What kind of men ye are.
Be firm! let not a heart
Fail in the trying hour—
Heav'n will its aid impart;
Trust in its power.
But should that Will decree
That some should fall,
May we, from duty free,
Be saved all.

On, men! the strife's began,
Hark! to the word—
'Charge' ye 'the hammock,' then
Mark ye this sword."
Loud yelled the savage host—
Quick sped their ball—
But was the battle lost,
Though many fall?
No! though our valiant chief
Twice felt their blow,
Yet asked he no "relief"—
Calm was his brow.

Sad tidings shall be borne
To loved ones, far away,
Left desolate, to mourn
The victory gained this day.
Wife, mother, sister dear,
And friend betrothed, shall grieve,
Through life's path, sad and drear,
Of hope and joy bereaved.
Fierce grew the strife of men
In the dread fray—
Dark was that savage den—
Hidden "the way;"
Mark ye that cypress tall,
Cover'd with moss?
Thence comes the deadly ball—
Men know their loss.
Ah! see that noble form
Prostrate and low!
Comrades! amidst the storm,
Where are ye now?
Leader and friend, farewell—
Thine was a soldier's fall—
Their sighs shall be thy parting knell,
Their tears thy funeral pall.

MARY W. T.—

WASHINGTON CITY, Dec. 25, 1838.

WASHINGTON CITY ;
THURSDAY, JANUARY 3, 1839.

AN ACCOUNT OF THE EXPERIMENTS MADE IN THE FRENCH NAVY, FOR THE TRIAL OF BOMB CANNON, ETC., by H. J. Paixhans, Lt. Col. of Artillery: Translated from the French, by John A. Dahlgren, Lieut. U. S. Navy: Philadelphia, 1838:—A small and unpretending pamphlet of about 90 pages, bearing the above title, has been for some days upon our table, and would have been noticed last week, but for other engagements which did not allow us leisure to peruse it. In the meanwhile we have received from a correspondent a more extended and better notice than we could possibly have prepared. We return our thanks to our correspondent for his timely review, and should be pleased to have a continuance of his favors.

It is always gratifying to see our officers improving time to their own professional advantage; and, when occasions offer, giving the result of their labors for the benefit of their professional brethren.

The small work of Col. PAIXHANS, of which Mr. DAHLGREN has given us a translation, was introduced to the notice of the readers of the Army and Navy Chronicle, in a communication which may be found on reference to the number for March 12, 1835, being No. 11 of vol. 1. This article attracted little or no comment at the time; but it would seem that the French have not been blind to the advantage of this new weapon, by introducing it into their own navy. The bombardment of the castle of St. Juan de Ulloa has tested the efficacy of the bomb cannon, and it will hereafter form a part of the battery of every large vessel of war of all nations. It was said that our steam ship Fulton was to be armed with four guns of this description, but we believe only one was put on board of her.

Our Government must perceive the importance of granting to our officers the opportunity of becoming practically acquainted with the use of this gun, by a series of experiments; it possesses as great a superiority over the solid shot and mortar, as fire arms do over the bow and arrow, or the spear and sword of ancient times.

Lieut. DAHLGREN, the translator of the pamphlet before us, is an intelligent, accomplished, and unassuming officer of our navy; he has been for some years an assistant to Mr. HASSLER on the Coast Survey; but being afflicted with weak eyes, he was compelled to relinquish this honorable duty, and lately took a voyage to France with a view of obtaining the advice of the medical faculty of Paris. We add our wishes to those of our correspondent, that Lieut. D. may be effectually restored to health, and find leisure as well as inclination to undertake the translation of Col. Paixhans' large work.

[The foregoing was prepared for last week's paper, but unavoidably deferred.]

Captain ALEXANDER CLAXTON was appointed on the 27th ult., to the command of the U. S. squadron in the Pacific ocean. The frigate Constitution, now fitting at Norfolk, is designated as the flag-ship.

We understand that the frigate Brandywine will be sent to the Mediterranean, in lieu of the Constitution, at first intended; and that Captain W. COMPTON BOLTON, who prefers the Mediterranean station, will take the command of the Brandywine.

"FRONTIER SKETCHES," 8TH INFANTRY.

MADISON BARRACKS, N.Y., Dec. 28, 1838.

To the Editor of the Army and Navy Chronicle:

It is observed, with unfeigned regret, that you have republished, for several weeks past, a series of letters from the "Baltimore Chronicle," entitled "*Frontier Sketches*," which have been ascribed—I fear with too much justice—to an officer. It was not intended to have noticed the silly balderdash of these "sketches," under the hope that the writer would soon exhaust his little stock of flippant ideas, and, as a matter of course, that his pen would stop. Although expectation has not been disappointed as to the former, it is altogether so in regard to the latter. The mill still runs, notwithstanding there is neither grist nor water.

"Time was, when the brains were out the man would die."

You, and more especially the editor of the Baltimore Chronicle, are therefore implored, if you have any regard for the decencies of the service, to cease publishing these "sketches." Apart from the fact that the writer describes scenes, of none of which he was a witness, they contain a tissue of blunders, absurdities, and misstatements, which would cause Baron Munchausen himself to blush.

The gross indelicacy and loathing adulation exhibited in "*Frontier Sketches*," No. 6, republished in the Army and Navy Chronicle of the 20th inst., renders it incumbent that some notice should be taken of the thing, which is done with a feeling almost amounting to disgust. This production is regarded by the officers the regiment present, and those serving with it, with the deepest humiliation and most profound contempt; by none with more indignation than its chief, as a scandal upon the whole corps—himself in particular. If the writer be, as is apprehended, an officer, he is commended to be wary of his *incognito*; and besought, if such free indulgence of the "*cacoethes scribendi*" is indispensable to his happiness, to be content with making *himself* ridiculous—confine himself to proclaiming, in wretched poetry, the beauty of the "maid of the thousand bright isles"—and not inflict upon others, especially his corps, the satire his sapient productions are sure (and justly) to elicit from the whole service; whose charity is invoked in reference to an article which has neither the quality of decency, sense, or truth, to season it to the palate of the

8TH REGIMENT.

* See Sacket's Harbor Journal, Dec. 26.

Correspondence of the Army and Navy Chronicle.

"PILATKA, E.F. Dec. 17, 1838.—There is nothing like news in this quarter. Major CHURCHILL is now building a fort near Payne's Landing, with four companies of the 3d artillery and one of dragoons. After

finishing it, he intends to cut a road from it across to Lake George. The country through which he is to pass has never been explored, and it is thought to be a strong hold of the Indians. Indeed he has met with frequent signs already."

ARRIVALS AT WASHINGTON.

Dec. 27—Capt. J. A. d'Lagnel, Ordnance, 6 Buildings.
Paymaster D. Randall, H. K. Randall's.
Capt. R. B. Screven, 8th Infy.
Lt. Col. N. S. Clarke, 8th Infy., Gadsby's.
Lt. S. H. Campbell, Engineers, Fuller's.
Major H. Wilson, 3d Infy., do
Lieut. M. C. Meigs, Engineers, Keller's.
31—Capt. J. G. Barnard, do Gadsby's.

LETTERS ADVERTISED.

WASHINGTON, Jan. 1, 1839.

ARMY—Captain Augustus, [Gustavus] S. Drane, 3, Dr. Joseph Eaton, Lieut. A. B. Eaton, 4, Lieut. A. H. Gordon, Lieut. J. P. Harrison, 3, Lieut. J. E. Johnston, Lieut. T. B. Linnard, Lieut. J. B. Magruder, 2, Lieut. W. [W.] Mackall, 2, Captain C. A. Ogden, Captain John Page, Captain D. Perkins, Gen. W. Scott, Capt. I. P. Simonton.

NAVY—Comin'r. W. J. Belt, Purser J. A. Bates, Commodore J. Biddle, Mid. C. E. Fleming, 2, Lieut. J. Glynn, Lieut. Alex. Gibson, Lieut. Stephen Johnston, B. J. Moeller, Lieut. Cicero Price, Passed Mid. W. S. Ringgold, Purser N. Wilson, Purser D. Walker, P. Mid. W. B. Whiting.

MARINE CORPS—Lieut. F. C. Hall.

REVENUE CUTTER SERVICE—Capt. E. Jones, 2, Lt. John C. Jones.

UNPAID LETTER REFUSED—Prairie du Chien, Dec. 10.

PASSENGERS.

NEW YORK, Dec. 24, per steamboat New York, from Charleston, Capt. R. B. Screven, of the army. Dec. 26, per ship Nashville, from New Orleans, Major H. Wilson, of the army.

BALTIMORE, Dec. 29, per barque Serene, for Rio Janeiro, Capt. Charles Boorman, to take the command of the U. S. ship Fairfield; Lieuts. F. Chatard, E. L. Handy, and T. R. Rootes; Mid. Fenwick Stenson; Capt's Clerk, Alexander H. King.

CHARLESTON, Dec. 24, per brig Howell, from Havana, A. F. V. Gray, of the navy.

SAVANNAH, Dec. 24, per steamboat Anson, from Black creek. Major J. S. Lytle, of the army.

ST. AUGUSTINE, Dec. 9, per steamboat Charleston, from Charleston, via Savannah and Black creek, Col. C. Andrews, lady and son, Lieut. M. S. Howe, Major E. Van Ness, U. S. A.; Capt. R. Voorhees, U. S. N.

NEW ORLEANS, Dec. 9, per ship Madison, 9 days from Norfolk, Lieuts. L. S. Craig, T. B. Glen, and D. T. Chandler, of the 3d; R. E. Cochrane of the 4th; and C. Hanson, of the 7th infy., U. S. A.

COMMUNICATIONS.

NAVAL LYCEUM, NEW YORK.

Whilst recently at New York, I had occasion to make several visits to the navy yard at Brooklyn. Through the politeness of the commodore, I had an opportunity to examine the rooms attached to the Naval Lyceum, and although my mind was prepared for something neat and tasteful, I had formed no adequate conception of the extent or beauty of their collection. Handsome cabinets of shells and minerals, elegantly arranged; many rare birds, in a perfect state of preservation, with a large and valuable collection of natural and artificial curiosities from every quarter of the globe, are among the first objects, on entering, which salute the eye. The walls are adorned with choice paintings; among them are portraits of distinguished Americans, from the pencils of eminent artists. There are to be seen beautiful models of ships, neatly arranged, displaying select specimens of naval architecture. There is also a valuable and extensive library, embracing the choicest works, literary and scientific. The reading table is well supplied with interesting periodicals, foreign and domes-

tic, as well as daily newspapers. Boxes arranged for the reception of letters directed to the various naval stations, affording to the friends of those abroad the greatest facility and speediest mode of conveyance. In short, I know not a place where the man of leisure and research could pass an hour or two, daily, with more pleasure and profit than within the apartments of the Naval Lyceum. When we take into consideration that this institution was formed so late as 1833, and has already attained its high standing among the scientific institutions of our country, we cannot withhold our tribute of praise from those few officers, under whose auspices it took its rise, and to whose persevering labor it is indebted for its present elevation. The institution in its object is highly honorable to its founders, patrons, and the country; and is well worthy, not only the patronage of the Government, but the cheerful co-operation of every naval officer who may be desirous to see the service advancing in either professional or general knowledge.

I visited also the receiving ship. If I was pleased at the Lyceum, I was gratified here; her cleanliness, order, and discipline, may sometimes perhaps be equalled, but never surpassed. The neat, orderly, and cheerful appearance of the naval apprentices was admirable. Here, under the supervision of the worthy and indefatigable commander of the Hudson, these boys are taught and exercised in all that is necessary to constitute smart, intelligent warrant, as well as petty, officers and seamen for the navy. To this source, in a few years, we shall look for our most able, patriotic, and efficient men, in the grades already named. I was particularly pleased with a boat's crew composed of these youth; the dexterity with which they handled their oars and boat-hooks, in coming alongside, and shoving off, in a strong tide, connected with the beauty and regularity of their stroke, bespoke them proficient in boat duty already.

All that the establishment at Brooklyn requires is a DRY DOCK, which it is to be hoped will no longer be denied that important station.

In taking leave of the subject I will add that the "tout ensemble" of the establishment reflects credit on the commodore and those under his command, as officers; and that the urbanity of his manner will never fail to elicit the respect and esteem of gentlemen who may have intercourse with him.

AN ITINERANT.

THE OHIO AND HER ACCOMMODATIONS.

MR. EDITOR: As there has been considerable discussion in the public prints relative to the accommodation of the officers on board of the United States ship Ohio, I would ask your indulgence of the admission of the following remarks in the Army and Navy Chronicle.

I do not believe that any of the officers of the Ohio doubted the right (under the present regulations) of Com. Hull possessing the cabin of the spar deck, and Capt. Smith that of the one on the upper gun-deck; but calculated, in case there was no one to occupy these cabins but themselves, rather than force them (the lieutenants) to occupy so unpleasant sleeping apartments as they now do, that they would occupy one cabin, leaving the other for the lieutenants and other officers of the mess. But after all, this would be but an act of courtesy, and such should not be the case; the apartments of all the officers of the different classes of vessels should be fixed by law, and not by regulations, subject to the whims of the higher officers of the service, to suit their fanciful ideas; and in forming a Board to draw up this code, let one be taken from each respective grade. I would ask, why should the commodore and captain be entitled to the most comfortable and agreeable apartments in the ship, to the exclusion of the other officers of the ship? Any person who saw the cabin on the spar deck of the Ohio, would say it was suf-

ficient for the accommodation of *two* persons. Your correspondent, Preble, and others, seem to have the idea that it adds to the dignity of those officers to occupy separate cabins; and so to add to the *dignity of two* the *comfort of twenty* is not to be considered. Such, however, is not the case in the English service, where aristocratical ideas are carried to the fullest extent. In that service the admiral and his captain occupy the same cabin, and the commander is accommodated with the lieutenants, who occupy the cabin on the upper gun-deck; and surely under these circumstances it would not be considered beneath the dignity of a commodore and a captain in the service of a republic to be accommodated in the same manner. In the Delaware, when Com. Patterson was on board, and had his family with him, not one of the lieutenants slept on the orlop deck, although the captain (Nicolson) occupied a separate cabin; the arrangement was this: forward of his cabin, on the upper gun-deck were six state rooms; these were occupied by the six senior lieutenants, the mess room of what are termed the ward-room officers was on the lower gun-deck, containing state rooms sufficient for the other lieutenants and some of the other officers; the remainder slept on the orlop; by this means, it will be perceived, but few of the officers had their sleeping apartments on the latter deck.

As just as I consider the complaints of the sea officers of the Ohio were, yet they and others of the same rank are not entirely exempt from selfish claims; and it is in this they (the lieutenants) advocate their right to the first choice of sleeping apartments over those that are called the idlers; that is, those who do not keep a watch; in opposition to this, I will only advance one reason, (though there might be many,) and it is this: their (the lieutenants) choice is progressive, as a lieutenant in one cruise may be the junior, in the next the third, in the next the senior lieutenant, so their accommodations improve as they advance in rank. Not so with the idlers, theirs is permanent; when once their apartments are decided on, they or others of the same rank are always to occupy the same room. Besides, young lieutenants just from the steerage are better capable of accommodating themselves to the inconvenience of rooms possessing less comfort, than others can. I have often sympathized with the chaplains, when I have heard them give a description of their rooms on board of a frigate. It is the after state room; the bulk head does not go entirely up to the deck, but there is space left for the circle (on which the tiller moves) to go directly over his head; and thus he not only enjoys the music of the tiller, but is in danger of having his brains knocked out; whereas, if this room was occupied by one who has just undergone the *comforts* of a steerage, he would not mind them; for as he turns on his bed and *blesses* the tiller, he can exclaim, "thank my stars, this is not always to be my lot." Not so with the chaplain; he has no such happy consolation. With all due deference, I would suggest the following manner in which the choice of rooms should be made, viz: No. 1, the 1st lieutenant; No. 2, the master; No. 3, the 2d lieutenant; No. 4, the purser; No. 5, the surgeon; No. 6, the senior marine officer; No. 7, the chaplain; then the other lieutenants; then the commodore's secretary, the second marine officer, and the second master. On board of frigates there should be four state rooms in the cock-pit for the accommodation of the two last named officers, and the two assistant surgeons; and the two last should mess in the ward-room. AMICUS.

THE LATE CAPTAIN W. ALEXANDER, U.S.A.

At a meeting of the officers of the United States army at Fort Winnebago, W. T., it was

Resolved, That we sincerely regret to hear of the death of Captain WILLIAM ALEXANDER, of the 5th re-

giment of United States Infantry, whose qualities, as an officer and a gentleman, entitled him to our respect.

Resolved, That we sincerely condole with his friends in the loss they have sustained by his decease.

Resolved, That in respect for the memory of a worthy friend and gallant officer, we will wear the usual badge of mourning for thirty days.

Resolved, That the commanding officer of this post be requested to furnish the family of the deceased with a copy of these resolutions.

Resolved, That the above resolutions be published in the Army and Navy Chronicle, and the Louisville Journal.

W. V. COBBS, Major 5th Infy.

G. LOW, Capt. 5th Infy.

I. LYNDE, 1st Lt. 5th Infy.

R. B. MARCY, 1st Lt. 5th Infy.

C. L. STEVENSON, 2d Lt. 5th Infy.

N. B. ROSSELL, 2d Lt. 5th Infy.

L. FOOT, Surgeon U. S. A.

DOMESTIC INTELLIGENCE.

ST. AUGUSTINE, Dec. 8.—Col. CROSS, Assistant Quartermaster General, has been in town on an inspection of his Department. He left yesterday for Fort Heileman.

Capt. FULTON's company, 2d Dragoons, returned from an examination of the country south. No fresh trails.

Captain C. A. Waite, A. Q. M., and lady, left yesterday for the northern frontier. We take leave of them with regret, and trust, that should we again meet, it may be under circumstances more favorable to the interchanges of social life, than amid the bustle incident to his important duties in a country the theatre of war. Among the very many whom this war has brought among us, none have left with the higher and proud stand, of having performed duty in justice, with both the bearing of an officer and gentleman, than Capt. WAITE.—News.

To Captain Harvey Brown, Lieut. Phelps, and Dr. De Leon, U. S. Army, at Fort New Smyrna.

The undersigned, in behalf of himself and crew, as well as representing the interest of the steamer John McLean, begs leave thus publicly to return you his warmest thanks for your faithful and untiring co-operation, together with the Company, during the wrecking of the boat, late under his command.

He cannot suffer this opportunity to pass without thus publicly bearing testimony to the kind and disinterested aid thus afforded him, as well as active exertion employed in saving such portions of his apparel and furniture which circumstances would admit. Wishing you, gentlemen, every comfort and happiness, and a speedy relief from active operations in Florida, by a successful termination of the war, I subscribe myself,

Your most obedient servant,

A. L. ADAMS.

ST. AUGUSTINE, E. F., Dec. 1, 1838.

From the St. Augustine News, Dec. 15.

RUMOR FROM TAMPA BAY.—We are informed by a gentleman from Jacksonville, that he learned of the guide Tomoka John, who had just returned from Tampa Bay, that there were 130 Indians in at that place; 13 of them warriors, the balance women and children.

That Sam Jones, with 70 warriors was at the Okeechobee.

And that 240 Indians were concentrated in that direction, but more to the eastward of the Peninsula.

ARMY INTELLIGENCE.—Major ASHBY, 2d dragoons with Capt. FULTON's company, and Lieut. MAY's command, left yesterday for an examination of the country south. Major ASHBY is charged with the cutting of a road from Fort New Smyrna to Lake Monroe.

TALLAHASSEE, Dec. 8.—On Saturday last, the U. S. transport *Columbia* arrived at St. Marks from New Orleans, with a detachment of fifty-six recruits from Jefferson Barracks, Missouri, for the 6th infantry, now operating in Middle Florida. Officers, Thomas L. Alexander, Capt. commanding; Lieut. Thomas Hendrickson, A. A. Commissary; Asst. Surgeon Josiah Simpson. We learn the detachment is ordered to Fort Frank Brooke, at Dead-man's Bay, and left yesterday in the steamer *Izard*.

The sixth is more in want of recruits than any other regiment in Florida. For the last year its duty has been most arduous; at the battle of Okechobee, last winter, the regiment lost a number of men and several valuable officers; and the last summer campaign against the Creeks has contributed much to lessen the number fit for duty. The sixth has received but few recruits during the past year, and several of the companies have scarcely half their complement of men.—*Floridian*.

From the New Orleans Bee, Dec. 15.

On Thursday evening Major General Gaines of the United States army, gave a splendid dinner party in honor of the officers of the French ship *Meteore*, now in port.

There were present the commodore and officers of the ship, the French Consul, Captain Rousseau of United States Navy, Major Church, Captain Grayson, Lieutenant Reynolds, Doctors Hawkins and Ruff of the United States army, Gen. Planché and staff of the Louisiana legion, Capt. Wilkinson and Lieut. Labatut of the Grenadiers, Col. Milton, Dr. Smith, Messrs. Norris, Savage, and other friends.

Among the sentiments received and responded to with great cordiality, were—"The President of the U. States;" "His Majesty Louis Phillipe;" "The Governor of the State of Louisiana;" "The Queen Victoria;" "*La belle France*, our ancient ally, in times that tried men's souls;" "The Prince de Joinville;" "The Memories of Lafayette, DeKalb, Kosciusko, Rochambeau, and the other foreigners, who generously fought for the liberties of our country;" and others that had a complimentary reference to the distinguished host and some of the guests; with one from the French Consul and Commodore, highly gratifying to every American. The evening was pleasantly terminated by the toast of "Our present and absent friends, God bless them," given by the venerable gentleman who had treated his company with such marked hospitality.

BY THE SOUTHERN EXPRESS MAIL.

A slip from the New Orleans Courier of the 17th of December states that the barque *Magnolia* arrived on that morning from Barbadoes, brings information that on the 27th November, a British frigate, and two sloops of war, touched at that place, on their way from England to Vera Cruz, and they would, it was said, be followed by seven other men of war from England, which, with three frigates from Halifax station, and two already in the Gulf, would augment the English fleet to fifteen sail on the coast of Mexico.

The object of this parade of British power in this quarter, is yet only matter of conjecture. The course pursued by the French, as regards Mexico, and explanations which will no doubt take place between the Governments of France and England, will probably determine whether these fleets are intended for any thing more than a simple demonstration.

The New Orleans Courier also states that the U. S. ship *Boston* arrived at Havana on the 3d instant, from a long and severe cruise on the coast of Florida and the Gulf. She put in for water, and is bound out immediately on a cruise against the Indians, and to protect and relieve vessels in distress on the coast of Florida. Officers and crew all well.

Correspondence of the Chicago Democrat.

ST. LOUIS, Sept. 22, 1838.—Lieut. Sprague, of the Army, whom I met in Chicago, left St. Louis a few days since, to pay the Indian annuities upon the western frontier. The task is a responsible one, and Government could not have confided it to a more vigilant and industrious officer. These annuities are, unquestionably, the great cause of keeping in check the restive spirits of fifty thousand warriors who are located immediately on the border of our settlements from one extremity to the other, and the greatest judgment and discretion should be exercised in all our operations with them. Unless the Government keeps a strong force in that quarter, the tomahawk and scalping knife will, before many years, be reeking with the blood of our citizens, and the fair and cultivated fields, where now reigns prosperity and contentment, will be the grave yard of the innocent and unprotected.

GEN. JESUP.—The Louisville Journal contains the annexed letter from Gen. JESUP, which we copy with sincere pleasure:

To the Editors of the Louisville Journal.

LOUISVILLE, Dec. 20, 1838.

SIRS: I have this moment been informed that a story is going the rounds of the newspapers, on the authority of a correspondent of the New York American, that "*I am not exactly in a position to make a satisfactory report of my disbursements.*" I owe it to myself to say that the statement is utterly false. I have accounted for every cent of public money that ever came into my hands, as my accounts at the Treasury will show.

Editors who have published the statement referred to are requested to insert this article.

THOS. S. JESUP,

Maj. Gen. and Qr. Master Gen. of the Army.

DUEL.—A duel occurred at Louisville a few days since, between Lieut. S. T. Tibbatts, of the army, and a Mr. Evans, a merchant of that place, which fortunately resulted without bloodshed. A single shot was exchanged when the difficulty was adjusted by the interference of their friends.

NORFOLK, Dec. 24.—Among the passengers in the steamboat *Columbia*, from Washington, arrived yesterday, were Com. SHUBRICK, U. S. navy, recently appointed to the command of the West India squadron, and Com. KENNEDY.

A detachment of U. S. marines, under the command of Lieut. Brooke, for the frigate *Macedonian*, came down in the *Columbia* yesterday.—*Beacon*.

INDIAN MORTALITY.—Dr. Buller, one of the physicians of the emigrating Cherokees, computes that 2,000 out of 16,000, or one-eighth of the whole number, have died since they left their houses, and began to encamp for emigration in June last.—*New Orleans Bee*.

The Legislature of Missouri appears to be engaged in the discussion of the proper method to punish Col. Z. TAYLOR, of the U. S. army, for his report of an engagement in Florida, in which he reflected upon the conduct of the Missouri volunteers. Col. T. enjoys a high reputation in the army, as a distinguished soldier, and a man of the nicest sense of honor; and if he did injustice to that portion of his command, we are persuaded it was entirely unintentional. Politicians should reflect well before they attempt to drag officers of the army before courts martial, for alleged inaccuracies in official reports. Let the fear of political partisans become an inmate of the breasts of the officers of the American army, and that army, instead of being the pride and defence of the country, will become its curse.—*Mobile Chronicle, Dec. 12.*

ALBANY MILITARY ASSOCIATION.—The following gentlemen have been elected officers of the association for the ensuing year :

President—Colonel John B. Van Schaick.
1st Vice President—Col. P. Relyea, Jr.
2d Vice President—Colonel Robert H. Pruyn.
Secretary—Lt. Col. Jesse Buel, Jr.
Judge Advocate—Major S. Van Vechten.
Treasurer—Capt. B. P. Watrous.
Auditor—Lt. Col. Magowan.
Adjutant—Capt. T. J. Crew.

MILITARY STATE CONVENTION.—A State Military Convention, held at Herkimer, pursuant to public notice, on the 20th Dec., 1838, was organized by electing Major Gen. SAMUEL COMSTOCK, of the 13th Division, President; Col. P. H. FONDA, of the 11th Brigade, Vice President, and Col. E. B. ARMSTRONG of the Artillery, and Major JOHN C. UNDERWOOD, of the 21st Brigade, Secretaries.

On motion of Major Zenas C. Priest, a Committee of five was appointed by the Chair to present resolutions, to the consideration of the Convention.

The Chair appointed

Brig. Gen. Charles N. Griffin, of the 13th Brigade.	
Major Zenas C. Priest,	21st do.
" John C. Underwood,	21st do.
" Winfield S. Sherwood,	6th do.
" Andrew Loper,	13th do.

The Committee presented the following resolutions, which, after being discussed, were unanimously adopted by the Convention :—

Whereas the Constitution of the United States declares that Congress shall have the power of organizing, arming and disciplining the militia of the United States; and whereas it appears by the preamble to the Constitution that a leading object in adopting said Constitution, was "to provide for the common defence"—Therefore,

Resolved, That it is the sense of this Convention that Congress not only has the right, but that it is its imperative duty, to reorganize our present Militia System.

Resolved, That instead of any increase of our standing army, the citizen soldiers ought to be, by the properly constituted authorities, prepared to repel invasions, suppress insurrections, and support the laws of their country.

Resolved, That Congress ought immediately to institute a system of instruction for the officers of the militia.

Resolved, That we strongly recommend the holding of a future National Military Convention in the city of New York.

Resolved, That the present Militia System is extremely defective, and unjustifiably unequal, oppressive, and burdensome in its requisitions, as the expenses of time and money under it fall principally upon the younger and poorer portions of our citizens.

Resolved, That, in our judgment, no person under the age of 21 years, should be compelled to do military duty in time of peace; and that those who are compelled to perform such duty should be paid a reasonable compensation for their services.

Resolved, That when this Convention adjourn, it will adjourn to meet at the Capitol, in Albany, on Tuesday, the 15th of January next, at 4 o'clock, P.M.

Resolved, That we earnestly request the attendance of all General officers of the militia of this State, of one or more delegates from each regiment; and of all other persons who desire improvement in our present Militia System.

Resolved, That the proceedings of this Convention be signed by its officers, and forthwith published in the Albany Daily Advertiser, Evening Journal, and Argus, and in all other papers in the State friendly to the objects of this Convention.

SAMUEL COMSTOCK, *President*.
 P. H. FONDA, *Vice President*.

E. B. ARMSTRONG, } *Secretaries*.
 J. C. UNDERWOOD, }

We are gratified to learn that the revenue cutter Gallatin, under the command of Lieut. Josiah Murch, has been ordered to cruise off the mouth of the Delaware during the coming winter, to provide vessels in distress with men and provisions. She was to sail from New Castle, on the first cruise, yesterday.—*Pennsylvania*.

The remains of the venerable MARTHA WASHINGTON have been placed by her relatives in a Marble Sarcophagus, similar in all respects (save the decorations) to the one that contains the ashes of the Chief. The Sarcophagus is of white native marble, and executed by Mr. Struthers in his best style. Upon the lid is inscribed—

MARTHA,

THE CONSORT OF WASHINGTON.

Ætatis 71.

It is proposed, early in the spring, to erect two crypts or cells, one on each side of the entrance to the Family Vault, to receive the Sarcophagi, the covering to be of zinc or copper—the present vault of arched brick work, from excessive damp, being extremely unfavorable for the preservation of the remains.—*Alexandria Gazette*.

OFFICIAL.

From the Globe of Dec. 26.

FROM THE FRONTIER.

We publish an extract from a letter received at the War Department from Major Gen. SCOTT, in relation to the recent painful affair opposite Detroit :

"HEAD QUARTERS EASTERN DIVISION,
 "Cleveland, Ohio, Dec. 16, 1838.

"I was forced by the ice to turn back, and to land at Huron, the 7th instant; reached Detroit the night of the 9th, (140 miles,) and came here this morning (200 miles) in thirty-eight hours.

"Brigadier General Brady's report to the Adjutant General, of the 6th, will have informed you of the events which occurred at and opposite to Detroit two days before. The general results seem to have been that of the two hundred and odd 'patriots' who last crossed (the 4th) into the opposite province, thirty-seven were killed on the spot, and forty-eight have been made prisoners. A greater number escaped back to our shore, and a few wanderers remain to be picked up. It is known that the fugitives from the combat suffered much from cold and hunger, and that some of the prisoners are badly frost-bitten—the inhabitants refusing to give either shelter or food.

"A small detachment of militia alone met and dispersed the invaders, with the loss of but a few individuals.

"It may seem strange that this new outrage should have been committed near the United States authorities, both civil and military, without the previous knowledge of either. I am, however, perfectly satisfied that the United States have not two more vigilant and determined commanders than Brigadier General Brady and Major Payne. As soon as the alarm was given, they, their officers and men, flew to the spot, and exerted themselves to the utmost. The collector also did his duty, and the district attorney has been active in causing the principal offenders, who escaped to our shore, to be arrested.

From the same paper.

At the request of Commodore ELLIOTT, the following letters and extract from the instructions to Commodore PATTERSON are published by authority of the Navy Department:

From J. K. Paulding to Commodore Elliott.

NAVY DEPARTMENT, Nov. 15, 1838.

SIR: I have to request that you will point out to the Department the order of Government which di-

rects the commanders of squadrons or ships to import jackasses or any other animals.

I am very respectfully,

J. K. PAULDING.

Com. J. D. ELLIOTT,

U. S. Navy, Carlisle, Penn.

From Com. Elliott to the Secretary of the Navy.

CARLISLE, NOV. 27, 1838.

SIR: I have the honor to acknowledge the receipt of your letter of the 15th inst. requesting me to point out to the Department the order of the Government which directs the commanders of squadrons or ships to import jackasses, or any other animals.

It may have escaped the notice of the Department that, by its orders, emanating from the Honorable S. L. Southard to Commodore Crane, one of my predecessors in the command of the Mediterranean squadron, and which orders were handed down to his successors in the same command, it was stated to him that it would probably be in his power to subserve the agricultural interests of the nation by procuring information respecting valuable animals, seeds and plants, and importing such as he could conveniently, without inattention to his more appropriate duties or expense to the Government. Extracts from these instructions were delivered to me by my immediate predecessor, as I had the honor to advise you on my return, in a letter dated the 31st July last, and have served as the rule of my conduct, as they have of my predecessors, in their importation of the animals, seeds, plants, and curiosities, from time to time brought to the United States in the differet public vessels constituting a part of their and my command.

Absence from home has prevented an earlier reply to your letter.

I have the honor to be, respectfully, sir, your obedient servant,

J. D. ELLIOTT.

Hon. J. K. PAULDING,

Secretary of the Navy.

Extract of a letter from Commodore Elliott to the Secretary of the Navy.

"U. S. SHIP CONSTITUTION,

Hampton Roads, July 31, 1838.

"I enclose for your inspection a copy of the general instructions handed me by my predecessor, and subsequently received from your own Department, suggesting, at the same time, the utility of withdrawing a portion of the earlier dates as being inapplicable and obsolete, and also of condensing others to a more laconic form."

Extract from the Hon. S. L. Southard to Com. Crane.

"It will probably be in your power while protecting the commercial to add something to the agricultural interests of the nation, by procuring information respecting valuable animals, seeds and plants, and importing such as you can conveniently, without inattention to your more appropriate duties or expense to the Government. There are many agricultural, botanical, and scientific institutions to which your collections might be profitably entrusted, and by which, whatever you procure, will be used to the most extensive advantage to the country. Among them is the Columbian Institute of this city."

A true copy from that furnished me:

DANIEL T. PATTERSON.

The United States revenue cutter Hamilton, it will be remembered, was some time since despatched from Boston in search of the steam ship Liverpool. Having touched at Halifax during her cruise, a very gratifying interchange of civilities appears to have taken place between the citizens of that place and the officers of the cutter. Such occurrences as these are truly refreshing, in contrast with the wanton and criminal violations of good neighborship on the part of some of our citizens on the Canadian frontier, and show a commendable good feeling and sense of jus-

tice in our provincial neighbors towards our nation, notwithstanding the cruel and unprovoked aggressions made upon their soil, their peace, and their lives, by a few desperate and unprincipled men, unworthy the name and privileges of American citizens. It is melancholy to reflect how often ignorance of each other, and the falsehoods and misrepresentations of artful and designing men,

"Make enemies of nations, who had else

"Like kindred drops been melted into one!"

—*New York Com. Adv.*

From the Halifax Nova Scotian Dec. 12.

We have great pleasure in giving insertion to the following card from Lient. Stoddard and the officers of the revenue cutter Hamilton, and we embrace this opportunity to return the thanks of the people of Halifax to those gentlemen, for the urbanity and kindness with which all classes of the community were welcomed on board the Hamilton, during her stay in this port.

"The officers of the United States revenue cutter Hamilton tender their sincere thanks to the inhabitants of Halifax, for the kindness with which they were welcomed on their arrival for the first time in this harbor, and for the marked attention they have received during their stay; and exceedingly regret that circumstances have been such as to render it impossible for them to accept of the many polite invitations they have received; but trust the time is not far distant when they will be enabled to show their gratitude for past favors in something superior to mere words.

"THOMAS STODDARD,

Lient. Commanding.

"JOHN L. PROUTY,

"WM. BRODHEAD."

LATEST FROM THE PACIFIC.—Letters from Mexico to the 22d November, were received in the city yesterday, giving further particulars of the late destructive hurricane at Mazatlan, and fully confirming the distressing accounts received via Vera Cruz. Much anxiety and fears for the safety of the U. S. ship Lexington, had existed during the hurricane, that vessel being known to be off the coast with a large quantity of specie on board, last from Guyamas; these apprehensions were however happily dispelled on the morning of the 3d Nov., when the Lexington hove in sight, all well; and reported having, during the period of the hurricane raging at Mazatlan, experienced a comparative calm, although within 40 miles of that port.—*N. Y. Cour. & Eng.*

GEN. SCOTT AT DETROIT.—The Detroit Advertiser of the 18th ult. says: Last Wednesday afternoon, Gen. Scott addressed quite a numerous assemblage of our fellow citizens on the duties of the American people in the existing crisis. We were pleased to notice among the audience numerous individuals, who have espoused the patriot cause with much zeal; and still more gratifying was it to hear them express their unqualified admiration of the General's undeniable and truly American views. They were decided, but conciliatory; calculated to increase the love and veneration we all feel for the constitution and laws.

TEXAS.

From the Galveston Gazette.

Mr. Williams, our Navy Agent in the U. S., has contracted with Frederick Dawson, Esq., of Baltimore, for one ship of 500 tons, carrying 18 guns, two brigs of 300 tons, and carrying 12 guns each; and three armed schooners, for the navy. They are all to be delivered at Galveston, furnished with provisions, munitions, &c., for a four months' cruise, at a cost of \$280,000. Mr. Dawson is one of the partners of an extensive English house, and these vessels are to come from England.

The steamboat Motto left New Orleans on the 20th

inst. and on the morning of the 24th, when within about 30 miles of this place, burst her boilers, killing immediately four out of the nineteen persons on board. The other fifteen, including the captain, who was badly injured, succeeded in getting on board the yawl. One person died of his wounds between the wreck and the shore, and the captain was left on the shore, supposed to be dying. The wreck of the *Motto*, upside down, was passed by the *Cuba*, as the latter came from New Orleans.

President Lamar has appointed General Memucan Hunt to be Secretary of the Navy; Bernard E. Bee, Secretary of State; Gen. Johnson, Secretary of War.

On the 12th inst. Gen. Rusk was chosen Chief Justice.

ENGLAND AND RUSSIA.—The latest accounts from Constantinople, which reach to the 17th inst., contain nothing to justify the alarming intelligence communicated a few days ago, so very exclusively, by a morning contemporary, who at times appears gifted with the faculty of second sight to a most marvellous extent. There is one way, certainly, of insuring a priority of intelligence, and a lucky guess now and then is apt to tempt to the renewal of the venture; but at present, even were Russia disposed to hazard a war with England, the season, we are inclined to believe, is now so far advanced, that a Russian fleet passing the Bosphorus, would be forced to winter in the Mediterranean, or to take and keep Constantinople; for in case of an unsuccessful engagement with the English, the Russian ports in the Black Sea might easily be frozen up before their ships could return thither. There will be no war this winter. This is our firm persuasion. And this time next year, we trust, we shall have the same consoling prospect before us.—*London Courier*.

THE ARMY.—It is said that a very considerable augmentation to our present force is in contemplation, in consequence of the warlike aspect of affairs. This we have all along anticipated, sensibly alive to the difficulties of carrying on the duties with our present force, independent of all the calls now made on it from every quarter.—*Morning Herald*.

We have been informed that it is the intention of her Majesty's Government very considerably to augment the navy, with the view of reinforcing the British fleets on the Mediterranean, the Indian, and other stations. Orders have been sent to the dockyards to this effect, and the enrolment of men is, we have been assured, in active progress. The position of affairs in the east is stated to be the main cause of the reported large increase of the navy. The Turkish Government is now actively engaged in increasing its fleet, by purchases of steamboats in this country through its agents. It is, we believe, strictly true that the fleet of the Sultan is principally to be commanded by British naval officers of known experience.—*London Observer*.

AN ENGLISH FLEET SAILED FOR SOUTH AMERICA.—We perceive by the following paragraph from the *London Morning Chronicle*, that the English Government has sent a fleet to South America, and that some of the French Journals have expressed uneasiness at its object.

The misconception of some of our French contemporaries, renders it necessary to observe that the English fleet which has proceeded to South America has done so with the most friendly intentions. Mr. Pakenham is instructed upon his arrival to put himself in immediate and amicable relations with the French Admiral.

An honest Hibernian tar, a great favorite with the gallant Nelson, used to pray in these words every night when he went into his hammock: "God be thankful, I never killed any man, nor no man never killed me—God bless the world and success to the navy."

ARMY.

OFFICIAL.

GENERAL } HEAD QUARTERS OF THE ARMY,
ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 59. } Washington, Dec. 24, 1838.

I. A Military Board will assemble at the office of the General-in-chief on Wednesday, the 26th instant, at 11 o'clock, to consider the claim, and express its opinion thereon, of the Assistant Quartermasters to precedence of rank as Captains by commission in the Quartermaster's Department, conferred by the President, by and with the advice and consent of the Senate, since the passage of the act of July 5, "to increase the present military establishment of the United States;" and also to consider and express its opinion on such other matters touching the subject of dates of commission as may be laid before it.

II. The Secretary of War directs that the Board be composed of the following officers:

Major General Macomb, Commanding-in-chief,	
Bvt. Brig. General Fenwick, of the Artillery,	
Colonel Croghan, *	Insp. General,
Colonel Totten,	Corps of Engrs.
Lieut. Col. Clarke,	8th Infantry,
Major Garland,	1st Infantry,
Bvt. Major Erving,	4th Artillery.

BY ORDER OF MAJOR GEN. MACOMB:

R. JONES *Adj't. Gen.*

* Relieved.

GENERAL } HEAD QUARTERS OF THE ARMY,
ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 60. } Washington, Dec. 27, 1838.

The General-in-chief calls the attention of the several commanding officers of Posts and Stations to that part of the General Regulations for the Army, contained in ARTICLE 19, paragraph 2 thereof, prescribing the "DUTIES OF COMMANDING OFFICERS OF POSTS AND STATIONS," and directs a compliance with the same as early as practicable. The Topographical sketches referred to are deemed highly important, and are frequently called for by the Secretary of War, who wishes to be informed upon every subject connected with the condition of the frontiers; but, owing to the neglect of those officers who have not complied with the Regulations pointing out their duties as commanders of Posts, the General-in-chief has not been able to satisfy the demands of the War Department in reference to the topography of the country surrounding the posts on the frontiers.

BY ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING-IN-CHIEF:

ED. SCHRIVER, *Ass't. Adj't. Gen.*

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 1. } Washington, Jan. 1, 1839.

First Lieut. M. S. Miller, of the 3d regiment of artillery, is hereby appointed an Aide-de-Camp to the Major General commanding-in-chief, *vice* First Lieut. John N. Macomb, appointed First Lieutenant of the Corps of Topographical Engineers. Lieut. Macomb will report to the Colonel of Topographical Engineers, for orders.

BY ORDER OF MAJOR GENERAL MACOMB:

R. JONES, *Adj't. Gen.*

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 2. } Washington, Jan. 2, 1839.

1. Brevet Major Belknap, 3d infantry, is assigned to the superintendence of the opening, &c. of the military road between the Arkansas and Red rivers, and will report to the Quartermaster General for instructions.

2. The commanding officers of Forts Gibson, Smith, and Towson, will furnish, on the requisitions of Major Belknap, such details from their respective infantry commands, as can be spared without serious injury to the service, to be employed on the above duty.

BY ORDER OF MAJOR GENERAL MACOMB:

R. JONES, *Adj't. Gen.*

CORPS OF ENGINEERS.

ENGINEER ORDER, } ENGINEER DEPARTMENT,
No. 1. } Washington, Jan. 2, 1839.

Second Lieut. S. H. Campbell, Corps of Engineers, is relieved from duty as assistant to Lieut. Col. DeRussy, and will report to the Department for temporary duty with the Board of Engineers.

JOS. G. TOTTEN, Lt. Col.
Bvt. Col. & Ch. Engr.

NAVY.

ORDERS.

Dec. 27—Lt. J. Crowninshield, Rendezvous, Boston.
29—P. Mid. R. Perry, Rec'g. vessel, Baltimore.
P. Mid. C. Thomas, do. do.
31—M. Roche, Additional Professor of Mathematics, Naval School, Norfolk.
Boatswain C. Matthews, transferred from the frigate Macedonian to the Brandywine, and acting Boatswain J. Shannon, to remain attached to the Macedonian.
Gunner G. Newman, frigate Brandywine.

VESSELS REPORTED.

PACIFIC SQUADRON—Ship Lexington, Capt. Clack, at Mazatlan, Nov. 3.

REVENUE CUTTERS—The Washington was spoken 90 miles S. E. from Sandy Hook.

The Campbell, Lt. Comd't. Coste, at Key West, Dec. 6, from a cruise; her boats have been vigilant on the look-out for Indians along the coast.

MARRIAGES.

At Pittsburgh, on the 25th ult., Captain JOHN SANDERS, of the Engineer Corps, U. S. A., to MARIA D., daughter of the Hon. WM. WILKINS.

DEATHS.

On the 19th Dec. at the residence of his mother, near Shepherdstown, Va., Dr. DANIEL BEDINGER, Paymaster of the United States, at Harper's Ferry, aged about 35 years.

At the barracks in Buffalo, on the 16th Dec., PETER HILDEBRAND, of company D, 3d Artillery, having served faithfully 25 years in the army of the United States.

In this city, on the 1st instant, Mr. JOHN LAIRD, aged 45 years, a clerk in the office of the Fifth Auditor of the Treasury Department, and late Purser's Steward on board the U. S. ship Peacock.

REVOLUTIONARY SOLDIERS AND PATRIOTS.

In Ravena, N. Y., Mr. ANDREW D. AUSTIN, in the 83th year of his age.

At his residence in Hancock, Delaware county, N. Y. on the 21st November, of apoplexy, ABRAHAM SPRAGUE, in the 75th year of his age. Mr. S. emigrated to this country previous to the Revolutionary war, and at the age of 13 years enlisted in the service of his country, and continued there until the termination of the war. He was a member of General Washington's life guard the year it was principally cut off. He was engaged in several battles, and saw the blood flow at Elizabethtown. After the war he returned to this country, and purchased him a place, where he resided until his death. His mind was strong and intelligent, and his hand was always ready to assist such as were in need. He has left a large circle of relatives and friends to mourn his loss.

In Lorraine, Jeff. co., N. Y., on the 4th Dec., after an illness of two days, Mr. ELIJAH FOX, Senior, in the 81st year of age.

Mr. Fox was a soldier of the Revolution—was one of the first settlers of that county—a man of active benevolence, industrious habits, and for many years a professor of the religion of Jesus, in the faith and enjoyment of which he yielded up his breath, in the full possession of his mental faculties.

In Westmoreland, Oneida co., N. Y. on the 19th Dec., Captain NEHEMIAH JONES, a patriot of the Revolution, and one of the pioneers of central New York, aged 73 years and 6 months.

NOTICE.

PROPOSALS will be received at the office of the Commissary General of Purchases at Philadelphia, to furnish materials for making ARMY CLOTHING, for the year 1839, and for sundry articles ready-made, as hereafter enumerated, viz:

Blue Cloth 6-4 wide, dyed in indigo and in the wool.
Sky-blue Kersey, 6-4 wide.
Unbleached Cotton shirting, 7-8 wide.
Flannel of Cotton and Wool, 7-8 wide.
Canton Flannel, 3-4 wide.
Unbleached Cotton Drilling, 3-4 wide.
do do do 7-8 wide.
Bleached do do 3-4 wide.
Uniform Caps for Dragoons.
do do Artillery and Infantry.
Pompons, White.
do Scarlet.
Hair Plumes.
Bands and Tassels.
Aiguillettes, (white and yellow.)
Worsted Sashes, (crimson and yellow.)
Shoulder Straps for Artillery.
do do Infantry.
Brass do do Dragoons.
Epaulettes, Non. Com'd Staff, Infantry and Artillery.
Forage Caps for Infantry and Artillery.
do do Dragoons.
Laced Bootees—pairs.
Leather Stocks.
Woollen Half Stockings.
Plates and Tulips for Dragoon Caps.
Infantry Cap Bugles, Plates and Tulips.
Artillery Cap Plates and Cannon.
Felling Axes.
Hatchets. Drums.
Wall and Common Tents.
Strapping Knapsacks.
Worsted Binding and Cord, of all kinds, and Prussian Lace.

(The quantity and number of these articles will be determined hereafter.)

Casks and Cooperage for one year, from 1st April, 1839.

The whole are to be domestic manufactured materials. Patterns of all the required Cotton and Woollen Cloths and articles, are deposited in the Commissary General's Office, in this city, for examination. Samples of any of the Woollen and Cotton Cloths, will be sent to any manufacturer, on application to this office, (by mail) and such information in relation to the goods as may be desired.

The Bootees are to be of eight sizes, and the Caps of five sizes. The sizes and proportions of sizes will be stated in the contracts. On the samples and patterns exhibited, the contracts will be founded and inspections made; and no article will be received that is inferior in the material or workmanship, or that does not correspond in every respect with the pattern on which a contract is founded. The supplies are to be delivered at the United States Arsenal, near Philadelphia, for inspection, in equal monthly portions, and the contracts are to be fulfilled on or before the 1st day of July, 1839.

The proposals must be in writing, sealed and endorsed "Proposals," and must reach the office of the Commissary General of Purchases on or before the 7th January, 1839. Security will be required for the fulfilment of contracts.

C. IRVINE,

Commissary General of Purchases.

COMMISSARY GENERAL'S OFFICE, }
Philadelphia, December 7th, 1838. } Dec. 13—4t

ARMY REGISTER—Corrected to the 1st Sept., 1838.—A few copies only remain for sale at this office.

* * EARLY ORDERS for the Army Register for 1839 are respectfully solicited, to prevent disappointment to those who wish copies, as well as to determine the extra number to be printed.

NAVY REGISTER, for 1838.—A few copies for sale at a reduced price. Dec. 13—3t.

PRINTING, OF EVERY DESCRIPTION,
Executed with fidelity and despatch at the Office of the
ARMY AND NAVY CHRONICLE.